RAIL TRAVEL NEWS

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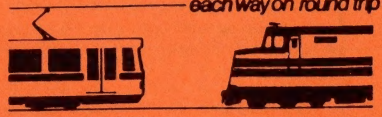

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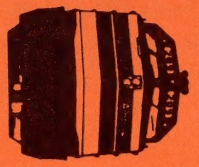

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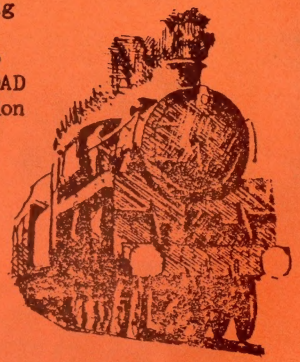

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LETTERS

I enjoyed reading Glenn Lee's account of his ride aboard the RIO GRANDE ZEPHYR, (RTN 238) but must take issue with his contention that "Amtrak must re-route the SAN FRANCISCO ZEPHYR to the Rio Grande line."

While I realize that it is very easy to talk about service realignments and discontinuances while living in another state (I do it frequently myself), there are a number of good reasons to promote both services instead of playing them off against each other. First of all, it would not be to Amtrak's political advantage to relegate Wyoming to the scrap heap of states that do not enjoy the advantages of rail passenger service, such as Oklahoma and Maine. Wyoming's congressional delegation would have no reason whatsoever to support Amtrak with such a move, and furthermore Mr. Lee suggests increasing service in a state represented by one of Amtrak's most vociferous opponents--Senator Bill Armstrong of Colorado. Secondly, I know of no changes in the law that would compel the Rio Grande Railroad to run Amtrak service as long as they continue to provide the current tri-weekly RGZ train. We would be removing a train from one of the most efficient Amtrak operators--the Union Pacific--and placing it on the tracks of a railroad that once took 24 hours to run the SFZ from Salt Lake to Denver after a UP freight derailment. Finally, the ZEPHYR is used in the state of Wyoming, and is an important part of the state's limited intercity transportation network. The state of Wyoming purchases about $100,000 a month in Amtrak tickets for travel by state employees, and our governor is a frequent intra-state Amtrak rider.

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For those who are interested in working to promote and improve service on the western end of the RGZ, I would suggest they contact Professor Jim Bennardo of the Intermountain Association of Railroad Passengers' recently-formed "Rio Grande Zephyr Promotion Committee." Jim, who is serving as chairman of the committee, can be reached thru Interrail, P.O. Box 20443, Salt Lake City, Utah 84120.

Charles S. Tubman, Wyoming Rep., Interrail
Lander, Wyoming

Shame on Fritz Plous: Last time I looked at Amtrak's timetable, the northbound SHAWNEE was No. 392, southbound 391; in his "Speed is Back in Style" in issue 239, he keeps referring to northbound 391.

But his IC ride did rekindle thoughts of my fastest U.S. pre-NE Corridor ride, in 1968 or so on IC 22, the GREEN DIAMOND, when we were making up time, free at last on the main north of Gilman, leaving Danforth, Ashkum, Clifton and Chebanse in our wake at a steady 115 mph!! (timed with mileposts) before slowing for Kankakee.

J. David Ingles, Managing Editor, Trains
Milwaukee, Wisconsin

THE COVER STORY

Our cover drawing shows a scene on the planned Baltimore transit system. However, it is not the way the planners have decided it will be; it is the way that transportation critic (and NARP Secretary) George Tyson believes it should be to best serve residents of Baltimore. The drawing (by Eva M. Clark) shows an LRV--the type used by Edmonton, San Diego and other cities--moving north on Light Street, with the Hyatt Regency-Baltimore in the background. The drawing is reproduced from a $3 booklet written and published by Mr. Tyson, in which he argues that the LRV is the proper transit vehicle for Baltimore's system, rather than the heavy rapid transit design that is underway.

Tyson's book, titled "Making the Baltimore Metro More Effective and Economical", is one meant to stir up the powers that be in Baltimore transit. The city has built an expensive 8-mile heavy transit infrastructure, but Tyson argues persuasively that it's not too late to opt out of the expensive, heavy-transit choice and go for more flexible, less expensive light rail vehicles. We found his book extremely convincing. Says Tyson, "The Baltimore Metro... is a very expensive mistake built with two principles in mind: it must not interfere with automobile traffic and it must encourage real estate development. It meets these requirements perfectly, but it is a transportation disaster." Tyson points out that planners have forecast heavier patronage for the system than even the Lindenwold line boasts--an unlikely event, Tyson argues. Using LRV would give users more transportation for their money and a more esthetic, less expensive system.

Even if one is not particularly interested in Baltimore's problems, this book makes a very instructive source of questions one might ask about making any mass transit system more effective and more efficient. The book is available from the author at 1825 North Forest Park Avenue, Baltimore MD 21207.

FIGHT FOR AMTRAK BUDGET HINGES ON FULL FY83 AUTHORIZATION

Amtrak has been authorized $788 million for the 1983 fiscal year that begins in Oct 1982. However, this Congressional authorization does not mean that it will actually be appropriated that much. Amtrak has worked out its proposed budget as follows: $650 million for operations, $134 million for capital expenditures, and $4 million for labor protection payments (assuming that there are no

further cuts in service that would require more labor protection). These amounts total the $788 million authorization figure. (The $134 million capital expenditures figure is actually less than Amtrak needs to keep up with its equipment requirements, but is the figure it agreed on in consultation with Congress; NARP says the actual figure is about $250 million.) There is going to be, of course, a massive and probably prolonged fight over the Federal budget this year, and in it the White House has proposed only $600 million for Amtrak. Senator Domenici of New Mexico wants to propose a freeze on spending levels of most domestic programs this year, to keep them at the same level for FY83, as a means of reaching agreement on the budget. This would give Amtrak $735 million with capital funds of $81 million. NARP says that the fight this year will be over the amount of money only, with no other side issues, at least of the magnitude that were introduced last year. NARP asks rail supporters to tell their Senators and Congressmen to support the full $788 authorization.

RAIL CANADA

MONTREAL URBAN COMMUNITY Transit Commission has reached an agreement with the CN on administration of the Montreal-Deux Montagnes commuter rail line. The MUCTC will take over administration of the line as part of its transit network on July 1. Officials said that service frequency would be greatly increased at that time, and that fares will probably be lower. Local officials were reported "elated" over the agreement, which was reached on Feb 25. They also hope that it will provide a model for a similar agreement with the CP on the Montreal-Rigaud commuter line. The pact calls for a $12.5 million yearly fee to CN to operate the commuter service.

THE "PRINCESS MARGUERITE" steamship will begin its regular season on the Seattle-Victoria route on Apr 30, and the season will run until Oct 3. Reportedly, there are plans to operate some reverse trips a few days before and after the regular season for the benefit of Victorians traveling to Seattle (running to Seattle in the morning and back to Victoria in the afternoon).

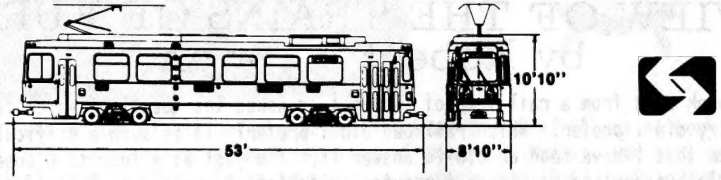
CITY OF BELLEVILLE, Ontario wants to purchase the "Princess Patricia" cruise ship from Canadian Pacific and moor it on its waterfront as a stationary attraction. CP reportedly has had 12 offers for the vessel--which is no longer on the Alaska cruise run--only two of them being offers that involve operating the ship.

CANADA'S WINTER WEATHER played havoc with VIA train schedules this season. VIA has to deal with conventional steam-heated equipment, not the more reliable electric-heated equipment that Amtrak now uses exclusively. The major winter operating problems for VIA are: (1) locomotives break down, (2) steam systems break down or freeze, (3) snow blocks railroad cuts and switches, and (4) fuel and water installations freeze. The remaining Montreal-Halifax train had a constant round of locomotive breakdowns and steam system freezes this winter. Of a total of 78 arrivals at either end point between Dec 15 and Jan 22, only 17 were on time--a 21% on-time average. Lateness of these trains (#14 & 15) ran as high as 11¼ hours. In southwestern Ontario, observers say the timekeeping has been the worst in memory: train 660 never once arrived Toronto on time in Jan, was never less than 20mins late, and arrived over an hour late on 8 days (its total run is only 89 miles, from Stratford). A check of the stationmaster's records in London, Ont. revealed that for the four days Feb 7-10, when weather was cold but not severely so, no train arrived or left London on time. Even those originating in London were late because of late equipment. This of a total of 125 train movements. Average lateness was 40-60mins (no train had to travel more than 121 miles before reaching London. Comparisons between VIA in Windsor and Amtrak in Detroit are illustrative: on Jan 28, for example, VIA trains averaged 110mins late into London, but all Amtrak trains were early into Detroit.

URBAN-SUBURBAN TRANSIT

DEPARTMENT OF TRANSPORTATION on Feb 12 issued guidelines for use of $45 million in Federal commuter rail transition funds. The Northeast Rail Service Act of 1981 requires the transfer of commuter service from Conrail to the new Amtrak Commuter Services Corporation (ACS) by Jan 1, 1983. The five local commuter authorities in the Northeast must decide by Apr 1, 1982 whether they wish to join ACS or to operate service themselves. The $45 was appropriated by Congress to facilitate the transfer of operational responsibilities. The five commuter authorities are New York's MTA, Connecticut DOT, New Jersey Transit Corp., SEPTA, and the Maryland DOT. The Feb 12 announcement establishes eligibility criteria for receiving Federal transfer funds, sets forth a formula for allocating funds, identifies activities for which the funds may be used, and describes the application procedure for obtaining the funds. The DOT has set a 45-day comment period during which interested parties may offer recommendations or suggestions on the commuter rail transition assistance plan. Comments should be addressed to: UMTA Docket No. 82-B, Office of the Chief Counsel, UMTA, 400 7th St, S.W. Wash DC 20590.

SAN DIEGO TROLLEY has daily ridership of about 11,000, with 14,000--jammed to capacity on weekends. Because its 10 new cars won't be arriving until July, and beginning operation until August, the trolley line will not have sufficient capacity for expected summer crowds. The Westinghouse Air Brake strike is delaying not only Amtrak's Amfleet II car delivery, it is also delaying delivery of the signal system for the San Diego Trolley's double-tracking operation, which may be four months behind schedule now. The line is placing duplicate orders with another vendor, at an extra cost of about $100,000, so the needed system parts will not be delayed interminably in arriving. The line has now installed tinted windows to reduce interior car heat in the un-air-conditioned vehicles.



SEPTA'S NEW LRV is shown above, in the double-end version. There also is a single-end car that is three feet shorter in length.

CHICAGO'S AND TORONTO'S transit systems were compared in an enlightending article in the Chicago Sun-Times Feb 28, by J. S. Fuerst, an urban studies director at Loyola University. Chicago comes off second-best in the comparison. The Toronto system is at "a high point" in its history, says Fuerst, with the highest ridership ever (391 million in 1981), and an operating subsidy that remains stable because patronage and revenues have continued to rise even tho expenses are going up too. Partly this is because the TTC has improved service while keeping fares from rising sharply--unlike Chicago, which has done the opposite. Chicago's sytem is on "the brink of bankruptcy", notes Fuerst. The Toronto system has the advantage of being insulated from political pressures, and administrators are hired because of competence, not political connections. The article cites a number of other reasons that the TTC outperforms the Chicago system.

GRUMMAN'S FLXIBLE BUS subsidiary is being strengthened by the appointment of Joseph G. Gavin, president and chief operating officer of Grumman, as chairman of the bus division.

SOME UNKNOWLEDGEABLE YOUTHS were caught in an attempt to hijack a PATH train to Florida on Feb 24.

LOS ANGELES COUNTY Transportation Commission at its Mar 10 meeting will discuss the proposed downtown L.A. to Long Beach streetcar line. The route directly from Union Station south thru South Gate, Lynwood and Compton to Long Beach has the most support, and it would cost an estimated $194 million to start up, according to a preliminary study by the L.A. County Transportation Commission released Feb 26. The state Supreme Court has not ruled on the constitutionality of the half-cent sales tax voted for in 1980, and which would give the county about $250 million per year, partly for such transit projects. The county apparently also has $30 million in gasoline tax revenues that it must spend by Oct 1983 or lose. The proposed line would use an SP right of way formerly used by the Red Cars. A trip on the entire 22-mile line would require an estimated 67 minutes. Leaving Union Station, the line would first run west a short distance before heading south between the Harbor and Long Beach Freeways. Near Lynwood it would gently veer southeast, crossing the Long Beach Freeway at the junction of the San Diego Freeway, toward Atlantic Avenue into Long Beach proper.

AN UMTA ALLOCATION of $24,998,000 was announced Feb 11 to go to states for transit aid for elderly and handicapped people. It will assist private nonprofit organizations to buy equipment for such persons. Most of the vehicles to be purchased are vans, many with lifts or ramps.

NEW YORK'S MTA in February requested a federal grant of $150,000 to study further a problem of flooding on the Lenox Avenue subway line. The agency has already spent $25 million in construction on the line because of the problem.

NEW YORK DOT on Mar 2 began a questionnaire study of parking congestion at the following seven Conrail commuter stations: Poughkeepsie, Brewster, Croton-Harmon, White Plains, Rye, Bronxville, and Mount Kisco. The study is being done in cooperation with the MTA and Westchester County.

A VIEW OF THE TRAINS OF EUROPE
by Robert J. Swan

A week back from a rail trip of Europe I am asked the question: Which country did I prefer? Which railroad did I prefer? It is such a difficult question that I have been unable to answer it. I'm just at a loss to choose.

Little Switzerland has track turnouts, switching, "special work" as if made by the little old watchmaker of Zurich. Your train takes a diverging route with no sense of diverging. Their trains speed along as if the Alps weren't there.

I loved the Italian trains. I rode the new high-speed line which is good for 150mph, but our TEE never exceeded 105 or 110. All I rode were electric.

I loved the French trains. They have a whole new set of daytime equipment, called Corail, like our Amfleet--2 and 2 seating in second class, 2 and 1 seating in first class. Half the seats face one way, half the other. Very nice, and the temperature controls work. Their trains are fast, mostly electrified, with more electrification in the southwest in progress. I cannot vouch that my TGV operated at extraordinary speed.

Spanish trains were nice, and I loved them. They have extra-fare Electrotrennos, like Metroliners, for swift day movements. They have overnight sleeper trains, like to the Costa Brava, their Riviera on their east coast.

Portuguese trains are electric, fast, and I loved them. Filthy on the outside, the grime unremovable from the windows. I thought dining would be a disaster. Instead it was the only low-cost and satisfactory dining on European trains. We all sat down, and everyone was swiftly served the same thing. Wonder of wonders, there was a second helping offered. It was a complete meal--this on the overnight Lisbon-Paris Sud Express, and the price was reasonable. Same for breakfast before the international border, when because of track gauge you shift to French equipment (Corail).

German trains are fast, frequent, and the hourly intercity trains do between 100 and 105 or so, and have these enticing diners where a plate costs upwards of $15 and a meal $20, like on the French diners. The welded track is glass-smooth, and there is this European whir over these rails that is unique. Much U.S. track is now also welded and smooth, including Conrail.

Dutch and Belgian trains are nice and I loved them. This Moluccan hijacking took place on a yellow electric double-ended "sprint" train, the kind they use to the Amsterdam Airport. Seats facing both ways, with 2-2 and 2-1 class seating. The German intercity Von Beethoven goes to Amsterdam.

I loved the Austrian trains. I'm sure they are as good as any of the others. I loved Vienna and its delightful variety of trains.

The English have excellent trains--frequent HSTs (High Speed Trains), diesel, that go 125, the Intercity-125s. The electrics go 100; their electric APT (Advanced Passenger Train), which tilts, is still having troubles and still is not ready for scheduled service which they had hoped to start in mid-January. They were in the throes of a strike by the railway drivers, who object to productivity increases. I left on the morning of the evening of the first strike move which would be to refuse overtime, forcing the cancellation of many evening commuter trains.

(Left:) Current EurailPass ad shows German train. (Below:) French TGV.

It was on the nighttime international trains that the railway network falls down. They are neither high-speed frequent intercity trains, nor high-speed first-class-only TEEs. Their temperature controls are liable not to function. I have spent evenings on them in my ski pants on top of my jogging suit to keep warm. On other occasions I have sweated from too much heat. The sure international overnight service is in the very expensive Wagon-Lits beds ($50 extra between Madrid and Lisbon); the rest of the train may be "junk", but in your Wagons-Lits you are in an island of perfection--this was the Lusitania Express. There are new TEN (Trans Europe Night) sleepers that I have not tried that probably work well, along with their English counterparts. The too-frequent freezing or sweating I experienced happened in "compartments" where three or four people sit up facing that many other people, night and day. A first class compartment is nicer and holds fewer people and is less often full than a second class compartment. Unlike in the U.S., first class seating is available 24 hours, and additionally there are first and second class sleepers. Strangers and opposite sexes are indiscriminately assigned in European sleeper rooms, unlike in the U.S.

A plus on the Spanish and Portuguese equipment: it will take our electric razors. Amazingly I had this minor gremlin of a problem on Amtrak Superliner sleepers: My electric razor would not function in my cars. The first time was no problem: I simply went to the neighboring coach. But the second time was humorous. In front was the crew's dormitory, and behind were first the diner, then the lounge, and then finally a coach where the plugs worked. There must be

(continued on page 19)

AMTRAK RIDERSHIP FIGURES

OCTOBER 1981 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1980

METROLINERS	101,996	(30.4)
NORTHEAST CORRIDOR CONVENTIONAL	476,842	(2.7)
PHIL-NEW HAVEN-SPRINGFIELD	19,965	(5.9)
NEW YORK-PHILADELPHIA	197,329	(1.5)
PHILADELPHIA-HARRISBURG	72,309	(15.6)
NEW YORK-HARRISBURG	25,088	(11.5)
TOTAL NORTHEAST CORRIDOR	893,529	(8.1)
NEW YORK-NIAGARA FALLS	58,188	(9.3)
CHICAGO-ST.LOUIS	20,298	(15.4)
CHICAGO-MILWAUKEE	11,896	(53.3)
CHICAGO-DETROIT/TOLEDO	29,834	(18.3)
CHICAGO-CARBONDALE	15,033	(6.9)
CHICAGO-QUINCY	6,470	(26.5)
LOS ANGELES-SAN DIEGO	76,783	(17.6)
SEATTLE-EUGENE	6,557	(16.8)
VANCOUVER-SEATTLE	0	(100.0)
WASHINGTON-CINCINNATI	0	(100.0)
WASHINGTON-MARTINSBURG	20,378	(17.2)
OAKLAND-BAKERSFIELD	13,530	25.0
NEW YORK-MONTREAL	6,006	(9.5)
CHICAGO-PORT HURON	7,523	(14.2)
CHICAGO-DUBUQUE	0	(100.0)
CHICAGO-DULUTH	8,864	40.1
CHICAGO-VALPARAISO	19,227	(2.4)
CHICAGO-INDIANAPOLIS	4,989	(30.5)
CHICAGO-PEORIA	,523	(82.4)
CHICAGO-KANSAS CITY	7,962	41.0
PHILADELPHIA-PITTSBURGH	8,334	19.1
PORTLAND-EUGENE	2,634	(39.6)
CHICAGO-MINNEAPOLIS	5,081	.9
LOS ANGELES-SACRAMENTO	1,084	.0
TOTAL SHORT DISTANCE	331,194	(18.0)
WASHINGTON-MONTREAL	9,054	(29.2)
NEW YORK-FLORIDA	42,340	(8.5)
CHICAGO-NEW YORK/WASHINGTON	20,298	(17.0)
CHICAGO-CINCINNATI-WASHINGTON	0	(100.0)
CHICAGO-SEATTLE	16,154	1.8
CHICAGO-SAN FRANCISCO	22,906	(18.6)
CHICAGO-LOS ANGELES	21,760	(9.2)
CHICAGO-NEW ORLEANS	14,558	(11.5)
CHICAGO-TEXAS	4,694	(43.1)
LOS ANGELES-NEW ORLEANS	6,524	(.8)
LOS ANGELES-SEATTLE	33,669	(12.7)
CHICAGO-NEW YORK/BOSTON	23,574	(21.0)
BOSTON-NEWPORT NEWS	5,362	(20.6)
NEW YORK-SAVANNAH	8,024	(20.6)
SEATTLE-SALT LAKE CTY/CHI	12,840	15.1
NEW YORK-NEW ORLEANS	18,141	(4.2)
LOS ANGELES/OGDEN-CHI	10,552	(7.4)
TOTAL LONG DISTANCE	270,450	(15.6)
SPECIAL TRAINS	5,950	(21.2)
SYSTEM TOTAL	1,501,123	(11.9)

Here are the latest Amtrak ridership figures just released, for October 1981, the first month of the present fiscal year. (The September figures were published in RTN no. 238.)

October patronage clearly shows the effects of the recession across the Amtrak system, with overall ridership down 11.9% (in comparison with Oct 1980 figures). All sectors of Amtrak showed ridership drops. Both short- and long-distance patronage was off, and Northeast Corridor patronage was also off, but the NEC drop was less than that in September.

Note that those lines that show a "0" ridership are those that were discontinued at the start of this fiscal year. Amtrak kept them in its tallies, and thus the 1980 figures are "inflated" by the presence of those routes that were not operating in October. If one removes them from the 1980 data, one finds that the overall system decrease is 10.4% instead of 11.9%. Similarly, short distance patronage is then down 14.0% instead of 18.0%, and long distance is down 12.6% instead of 15.6%. The effects of the route discontinuances are probably important depressors of Amtrak patronage. For instance, lost connections from the PACIFIC INTERNATIONAL would cut COAST STARLIGHT patronage.

THE PANIC BOX

The following is a summary of major unusual occurrences on the Amtrak system during the last two weeks of January (data of Jan 28 & 31 are missing):

WEATHER-CAUSED SERVICE DISRUPTIONS

DATE	TRAIN	LOCATION	DELAY	CAUSE
1-17	LAKE SHORE #48 of 16th	Terminated Albany	258" late.	Frozen switches. ELECTRIC CITY EXP. #75 & LAKE SHORE #448 annulled; other trains combined.
1-17	Corridor train 118	terminated Capitol Beltway;		brake parts frozen. Corridor train 142 annulled; equipment frozen. Train 45 likewise.
1-17	WOLVERINE #350	Between Hall & CP 455 Colehour Jct.	128".	Train parted between cars 21122 & 20038 due to snow-packed pin in car 21122.
1-17	All but 5 Chicago departures significantly late today due to need for thawing.			
1-18	Corridor train 43	Terminated New Brunswick.		Frozen brakes.
1-18	EAGLE #21 of 17th	Newport AR.		Frozen diner, all toilets frozen, pipe burst under dishwasher.
1-23	LAKE SHORE #49 of 22nd.	Albany-Buffalo	delayed by weather, 452" late at Erie.	94 psgrs missed Toledo connection, bused to Detroit & free meals.
1-23	ILLINI #380	Decatur IL;	88";	frozen switches and engine problems.
1-23	BROADWAY LTD #40 of 22nd & FORT PITT #37 of 23rd.			Power failure on Conrail between Greensburg & Conpit PA due to tree down on line. PENNSYLVANIAN #47 of 23rd & FORT PITT #38 of 23rd also delayed.
1-23	MONTREALER #60,	Baltimore.	93"	to remove car 20021 due to frozen levelling valve.
1-23	Severe ice storm disrupts Empire Service route.			CTC out between Chili and Depew NY, 48.3 miles. Delays: #63 3'1"; #73 1'56"; #65 1'52"; #49 45".
1-23	A snowslide 23 miles west of Glacier Park at MP 1161 on the BN			delayed the EMPIRE BUILDER #7 of 22nd 182" at Summit MT; 14'12" late at Whitefish MT.
1-23	Ice storm caused signal failures between Depew & Batavia NY;			all Empire Service trains delayed from 11 to 75 minutes.
1-24	ILLINOIS ZEPHYR #347	Chicago	76"	Thawing air line on car 20212.
1-24	All upstate New York airports are closed, and the EMPIRE STATE EXPRESS #73 leaves NY with 275 psgrs incl 109 standees. The MOHAWK #65 leaves NY full. More cars are added to both at Albany.			
1-25	Corridor train 252	at 6:59am	delayed an hour	by frozen gear box.
1-26	BROADWAY LTD #40	75" late out of Chicago,		thawing air lines.
1-29	CITY OF NEW ORLEANS #59	105" late out of Chicago,		frozen train line.
1-30	High water on the ICG south of Carbondale IL at 5:25pm causes the CITY OF NEW ORLEANS, #58 & 59, to detour on ICG south of Effingham to Fulton KY. 52 psgrs bused to and from missed stops.			

DERAILMENTS AND OTHER ACCIDENTS

DATE	TRAIN AFFECTED	LOCATION	DETAILS
1-17	CITY OF NEW ORLEANS #58 & 59.	Elton MS, south of Jackson, 5:30pm.	ICG freight derailed 7 cars. #58 terminated at Hazlehurst MS, cars deadhead to New Orleans; #59 terminated Memphis, psgrs bused to New Orleans. #59 turned to become #58 Memphis-Chicago. 9-hour delay to #58's psgrs, who were housed until #59 arrived.
1-18	EAGLE #21 of 17th,	Middlebrook MO. 3:10am.	Engine 296 hit a box car, blocking track; passengers bused around the accident.
1-18	BLUE WATER LTD #364,	Davison MI.	GTW freight derailed one car, blocking track. #364 delayed 15 minutes.
1-21	EAGLE #22 of 19th	left Dallas 5mins late	after MoPac freight derailed four cars on SP line just east of Dallas.

1-21 LAKE CITIES #353 of 22nd delayed 54mins by Conrail freight derailment of 20 cars at Monroe MI, blocking both tracks at 11:24pm.
1-22 MONTREALER #61 of 21st, with engine 349 and 8 cars hit an abandoned car on the tracks at MP 22 between Mill River & Springfield, with 18min delay.
1-22 ADIRONDACK #68 of 23rd delayed 22mins removing car 20010 at Montreal which had been demaged in a yard derailment while servicing the night before.
1-24 SUNSET LTD #1 detoured on UP Pomona-L.A. CA with 37" delay after SP freight derailed 5 cars at City of Industry at 2:30am.
1-24 SILVER METEOR #88 of 24th, 1.4miles north of Palatka FL, delayed 150" by SCL freight derailment of 2 cars at 2pm.
1-24 COAST STARLIGHT. Between Dunsmuir & Redding CA, SP freight derailed 1 car, at 8:25pm, delaying #11 of 24th 112" and #14 of 24th 86".
1-25 Connecticut Valley Service train 420 was terminated, and the MONTREALER #60 delayed 142" after a Conrail freight hit an oil truck at Windsor Locks CT at 10:32pm.
1-26 BLUE WATER LTD #364 hit a car at Kalamazoo MI with no injuries. Car drove thru crossing after train 355 passed and was struck by #364. 13" delay.
1-27 SUNSET LIMITED #2 delayed 23" after SP freight derailed 6 cars ½-mile east of Houston at 6:35am.
1-27 EAGLE #21 of 26th detoured over yard tracks, losing 20", after MoPac freight derailed 11 cars in the North Little Rock AR yards.
1-27 EMPIRE BUILDER #8 of 25th (engines 332 & 358 & 8 cars) derailed its baggage car 1256 on a crossing in the Minneapolis-St. Paul station, delaying it 81"; train 9 of the 27th was also delayed 46".
1-27 ADIRONDACK was annulled between Albany and Montreal after a D&H freight derailed 27 cars and one engine at Dresden NY. ADIRONDACK was out of service 3 days, back on Jan 31.
1-28 SOUTHWEST LTD #3 of 27th delayed 120" after Santa Fe freight derailed in a siding at Nelson AZ.
1-29 MONTREALER #61 (40" delay) & #60 (90"delay) after B&M loco derailed north of Northampton MA at 5:32pm.
1-29 CRESCENT #19 hit an auto at Pelham NC at 11:45pm, with driver killed; 79" delay.
1-29 SAN JOAQUIN #709 being serviced by truck at Oakland had an SP train hit the truck, damaging one truck door.
1-30 PALMETTO #90 hit a pickup truck at 12:25pm at North Beard NC. Driver & occupant seriously injured. 45" delay.

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DELAYS DUE TO EQUIPMENT BREAKDOWNS & MISCELLANEOUS CAUSES

DATE TRAIN TIME & LOCATION DELAY DETAILS

1-17 48&49 of 16th, 4:50am Westfield NY, 30" & 114", move around disabled CR freight.
1-17 40&41 of 16th, 8:05am Wooster OH, 70" & 114", 3-4 signal poles across tracks.
1-17 88 of 16th, 7am Washington DC, 100". Repair HEP lines.
1-17 174, 1:03pm, Landover-Bowie MD. Power lost. 106" delay.
1-18 600, 5:45am, Philadelphia. Train lost power, train terminated.
1-18 605, 8am, Philadelphia. Train lost power, train terminated.
1-18 483, Albany. Faulty cab signals, train annulled. 72 also annulled.
1-18 220, 5:48pm, east of Millham Interlocking. Lost power, train terminated.
1-18 190, 7:46am, Harold, 89". Undesired emergency brake application left train standing in the phase break, without power.
1-18 323, Valparaiso-Chicago, 94". No HEP and speed not above 15mph.
1-19 600, 8:53am, Philadelphia. Train terminated due to mechanical problems.
1-19 471, 8:48am, south of Odenton. Struck worker on tracks, terminated. 5 other trains delayed.
1-19 26, 10am-2pm, Portland OR. BN Willamette River bridge out of service, PIONEER detour on UP North Portland Jct-Union Station, 34" delay.

1-19 470, milepost 39, terminated after striking tie on tracks.
1-19 8 of 18th, 40mi east of Havre MT, 160". Move car 34047 to rear, elec. shorts.
1-20 254, North Philadelphia. Train terminated, 3 cars dead.
1-20 74, Albany, 70". Turbo unit 163 dead batteries; #75 102" late leaving NY.
1-20 94, New York, 65" due to mixup of instructions on failures of units 911&920.
1-20 41, east of Lewistown PA, 156", sticking brakes on cars.
1-20 72, Harmon & Croton, 62", MTA train had knocked 3rd rail out of line.
1-20 6 of 19th, betw Denver & McCook, 65", bad air hose.
1-20 61 of 19th, 91" due to safety strap hanging from car 1213.
1-20 193, east of Ford, 65"; lost air.
1-20 152, New Haven, 63"; loose cable.
1-21 63, annulled Croton/Harmon-Albany, bad HEP. Psgrs put on 69; makeup train delayed 223" due to engine failure.
1-21 303, 89", engine trouble; #60 ditto, 131".
1-21 8 of 21st, Harrington WA-Spokane, 130", hot box on diner 38010, 38029 substituted from #7 of 20th at Spokane.
1-22 14 of 21st, north of Davis, 107", remove 31027, flat wheels from stuck brakes
1-22 3 of 21st, Albuquerque, no HEP, 4hrs, 40mins.
1-22 63 lv NY, engine failure, delay 45".
1-22 49 lv NY, engine failure, delay 43", plus 69" at Yonkers.

A snowslide near Glacier Park on Jan 23 delayed the EMPIRE BUILDER 14 hours westbound. This is a newly-released Amtrak photo of the EMPIRE BUILDER.

1-23 7 of 22nd, Staples to Havre; engines 356, 306 & 8 cars. At Staples, problems on unit 306; 306 isolated & unit BN 2008 added ahead; at Detroit Lakes 2008 removed due to dying & dead batteries; ran to Dilworth with 356, where BN 6926 added; 6926 removed at Minot due to no cab heat, BN 8143 added; 8143 removed at Havre as being out of date, unit 306 removed, BN 6907 added ahead; then no brakes, & broken line found on 356 & repaired. Left Havre 11'19" late.
1-23 8 of 21st, Winona MN, 323". Crankcase explosion in engine 371.
1-23 353, Detroit, 70", engine troubles with unit 333.
1-23 40 lv Chicago, 108", HEP failure in engines 367 & 389.
1-24 65, Albany, terminated due to power car 696 dead. Psgrs delayed 113".
1-24 381, lv Chicago, 95", cab signal problems in engine 326.
1-24 173, Metropark NJ, 79", lost power in unit 937.
1-24 355, lv Detroit, 60", engine 264 problems; 136" late at Jackson MI. #354 86" late leaving Chicago as result.
1-24 59 lv Chicago, 76", equipment problems; #5 ditto, 118" late.
1-24 65 Albany, 149", electrical failures in Turbo equipment.
1-24 96 Washington, 148", brake problems on Amfleet cars.
1-24 22 of 22nd, Texarkana AR, 94", disabled freight ahead on MoPac.
1-25 66 of 24th, 3am NY; NIGHT OWL misrouted onto LIRR tracks; our reports in

(continued on page 19)

STEAM COMES TO THE WHITE PASS & YUKON

The wail of a steam whistle hasn't been heard along the White Pass & Yukon narrow gauge railroad since June of 1964, when the last steam locomotive was retired from active service. But that silence is about to be broken. After a year of labor, the White Pass has restored old engine no. 73 to operating condition, and with justifiable pride announces that she will make her inaugural run from Whitehorse to Carcross, Yukon Territory on May 29 for representatives of the press and the tourism industry and the remaining old time Yukoners who pioneered the country.

A repeat of the inaugural festivities is planned on the Alaska side of the railroad, with a train from Skagway to Lake Bennett, B.C. and return on June 12.

A total of eight special thru excursion trains have been scheduled for the 1982 season, with the steam engine pulling a train of open platform "parlor cars" dating to the turn of the century. As on all White Pass thru trains, a complimentary lunch stop is provided at Lake Bennett, B.C. Excursions for this summer from Whitehorse to Skagway will operate June 7, July 5, August 1, and August 30. Trains northbound from Skagway to Whitehorse will run on June 21, July 19, August 16, and Sep 22. Seating capacity is limited to 80 passengers on each trip and reservations are required. One-way fare is set at $120 U.S.

Between excursions, the locomotive will be used for two weeks at a time in her layover terminal for Charter service and local operation. To insure a high degree of visibility, the No. 73 will handle the morning chore of pulling the scheduled passenger trains out of the depot to the edge of town, where regular diesel engines will take over. The steamer will also meet the afternoon inbound train at that same point, and with suitable smoke and whistle fanfare bring the arriving train into the depot. By doing this, passengers on the WP&YR trains should be able to see old No. 73 at one end of the line or the other thruout the summer, and have several miles of steam-powered train travel on their railroad journey.

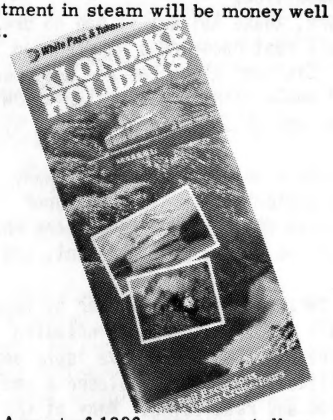
This unique opportunity to experience pioneer transportation reborn is an exclusive of a northern tour over the WP&YR narrow gauge. With the return of No. 73 to service, the railroad can lay claim to having the northernmost operating steam locomotive on the continent, and to turning back the clock to the glory days when steel and steam opened Alaska and the Yukon to the outside world.

Tom King, President and Chief Executive Officer of the White Pass & Yukon Corporation Limited can be credited with the actual decision to restore engine #73 to service. The engine had come up numerous times at meetings of Whitehorse community leaders and civic organizations, and King decided the project would be a graphic way to show the Yukon that White Pass was in the railroad business to stay. The 73 was in good condition, having spent the years between 1968 and 1979 on display at the Lake Bennett eating house. The climate there was dry, and thus weather had not done much damage. Bennett's isolated location had been a big factor in the 73's good condition. Little vandalism had been inflicted on the engine due to the limited time available to steal parts during the one-hour lunch stop provided to passengers.

After careful planning and on-site inspection, White Pass made their move. While sectionmen from Bennett and Carcross laid in the rails to tie the display track into the "Lake Siding", the 73 was greased and oiled--and oiled some more. Eleven years of standing idle exposed to the northern elements weighted heavy in the matter, and there was fear she would run hot. But the train crew, all volunteer train and enginemen from Whitehorse's Yukon Division, took special care pulling the 73 out off the display track with their diesel power and nursing her north up the line. Speed was kept to a minimum, and the steam engine made it to Whitehorse without major incident. That alone was cause for celebration, and since the old Mikado had no steam up for her whistle, the volunteer crew made do with ringing her brass bell to herald the steam engine's arrival in the Yukon.

The restoration project required veteran steam mechanics, and such a man was found in the person of Mr. Bob Swanson. His steam crew had been most noted for their work on returning the "Royal Hudson" to service on the British Columbia Railway. Swanson's men, under the on-site direction of Al Broadfoot, spent the summer of 1981 tearing the 73 down, replacing and rebuilding parts, welding, sanding, and painting the engine to her original 1947-style paint scheme. All the work was done inside the Whitehorse enginehouse, where the 73 was kept under lock and key to prevent theft or damage. She had already lost her bell to persons unknown while sitting in the yard awaiting stall space.

The engine was nearly completed when Swanson's crew was recalled to Vancouver in Nov 1981 to make repairs on another engine. White Pass had hoped to be able to have the 73 ready before Christmas, but the new developments set the date back until spring. Nonetheless, Tom King is quick to point out that the engine is a symbol of the railroad's new passenger promotion campaign. Thru aggressive advertising and a special eye to selling service and nostalgia, King is confident that the WP&YR investment in steam will be money well spent.



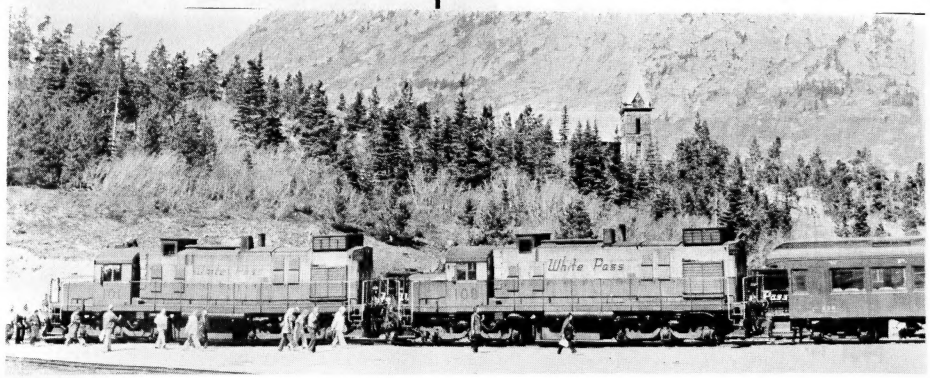
In August of 1896, a prospect discovered in the Yukon creeks sent the cry of "Gold in the Klondike"ringing round the world. The mad rush that followed demanded modern transportation, and on May 27, 1898 the first narrow gauge rails of the new White Pass and Yukon Route were spiked down from the booming coastal port of Skagway, Alaska. The task was said to be impossible. But in those grand Victorian days the impossible simply took a little doing, and the railroad was hacked out of the vertical granite cliffs, flung across chasms on spider-web trestles, and tunneled thru the very mountains themselves. The men hung suspended from ropes to chip away at the rock faces, planting explosive charges. The WP&YR was built with picks, shovels, and black powder; there was no modern construction machinery. Yet against all bets contractor Michael J. Heney completed his iron trail in 24 months, from tidewater at Skagway over the 3000-foot heights of White Pass, down to the interior lakes at Bennett, British Columbia, and on north to Whitehorse, Yukon Territory.

The railroad has had a rich and colorful history thru the years, supplying the gold fields, fighting the snows in winter, and performing yeoman's service supplying the Alaska Highway construction effort in World War II. But most people know it thru its vintage-equipped passenger trains. As the northern days grow longer and the wild flowers bloom, travelers begin arriving at the White Pass ticket offices to ride one of the last narrow gauge railroads in North America. From the window of an 1890's "parlor car," the adventurous northern visitor can see the canyons, rivers, peaks, glaciers, ghost towns and trails that were made immortal in the writings of Robert W. Service and Jack London. It is little wonder that the White Pass has proudly called itself the "Scenic Railway of the World."

With the re-inauguration of steam-powered excursion trains behind old Engine No. 73, the 1982 season should prove to be one of the most exciting ever.

* * *

For reservations and information on the WP&YR, contact: White Pass & Yukon Corp. Ltd., PO Box 2147, Seattle WA 98111. Phone (206) 623-2510.



Diesel excursion train at Lake Bennett. Photo by Glenn Lee.

AMFLEET II TO FLORIDA
by Tom Higgins

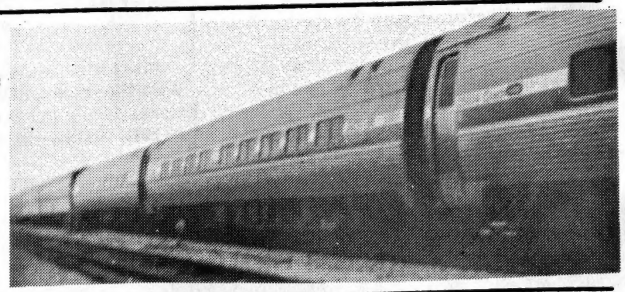
As I boarded the SILVER METEOR on Feb 11, I was surprised to find a consist of Heritage coaches and sleepers and Amfleet II cars. Generally these new Amfleet cars are assigned to the SILVER STAR. Most of the Heritage Fleet was of UP, SP or Santa Fe ancestry. The diner was of NP origin, complete with the Art Deco glass dividers with pine cones and that railroad's logo. The slumbercoach was the ex-MoPac "Southland", which ran from Washington to San Antonio via the B&O and MoPac. The "Grove" series of sleepers were of SP lineage, and are all 10/6s.

So much for history, and now on to the future. The Amfleet II cars did have wider windows, and the seats were positioned for better viewing. Curtains, rather than shades, were placed on each divided window. The seats were comfortable, with leg and foot rests. There are no rigid armrests (in fact, there are no center armrests at all). Some of the seats were placed near a barrier, and therefore had restricted visibility, but no seat lacked a window view.

Unlike the original Amfleet long distance cars, these Amfleet II had no dressing rooms near the rest rooms. There was a small rest room and a handicapped rest room in each car, and a single vestibule. Stations along the way assigned your car number, and the car attendant assigned seats using a reservation form (which is quite an improvement over the old "run and grab" system practiced by Amtrak in the past).

The cars rode comfortably, but since some seats were over the wheels, many people thought that the Heritage cars were more comfortable. Also, the door noise could be heard in the cars because you walked directly into the doors and not around the lounges as in the Heritage cars. The colors were pleasant, and the interior and exterior very clean.

Most of the Florida trains ran at a full 18 cars for this mid-winter holiday season. From New York to Jacksonville each train ran four sleepers including the slumbercoach. The lounges were all very pleasant, and would give table service in the lounge area. The Beech Grove rehabilitating crews had placed a small plate in each car giving the date of construction and rebuilding. Many of the lounges were former Santa Fe diners.



Amfleet II cars on the SILVER STAR, train 82, at St. Petersburg,FL. Photo by the author.

The consist of my train ran as follows: an E60 engine off at Washington; F40 engines 376 and 377 on at Washington; cars 1261 mail, 1681 baggage-dorm, Amfleet II cars 25016, 25015 and 25009, Heritage cars 4646, 4647, 4005, 4701, 8508 (built for the NORTH COAST LIMITED), 3112, Amfleet II cars 25004, 25007 and 25011, Heritage sleepers 2456 "Willow Grove", 2997 "Pine Ring", 2433 "Pacific Heights", and slumbercoach 2090 (no nameplate, but "Loch Tarbot").

For the next several days the equipment sets were of a similar format, some trains being all Heritage cars and some all Amfleet II in the coach sections.

The switching operation at Jacksonville was smooth, and for most of the trip we were early into every station. The on-time record on this line seems to have been very good for the entire winter.

It was obvious that freight movements on the SCL were down, and no doubt this fact plus the improved equipment, helped improve the on-time record. Except for the microwave food, this trip was most enjoyable, with no surprises or equipment failures. I am beginning to get used to the idea of being on time on Amtrak.

Mixed Train of Thoughts

LAST CONVENTIONAL DINER on Amtrak began its trip from Florida to New York on March 8 on train 82-92, the SILVER STAR. After that run, marking the end of old-fashioned, conventional dining car service on Amtrak, all consists of the SILVER STAR will be electrified ones.....

THE COAST STARLIGHT hit a five-foot diameter boulder on the tracks and derailed the front truck of the lead engine at Bray CA, between Dunsmuir CA and Klamath Falls OR at 5:09am on March 8. There were no passenger injuries, but the fireman reportedly had a minor injury. The rest of the train was pulled back to a spot where the 135 people aboard could be bused to their destinations, and the train equipment minus the first engine deadheaded on to Seattle.....

THE MICHIGAN EXECUTIVE has been saved temporarily by the Michigan legislature, and will continue operating until June 1 while the Michigan DOT seeks alternative means of funding the 403-b train.....

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NORTHEAST CORRIDOR SERVICE and Harrisburg-Philadelphia Route timetables for the period Feb 7-Apr 24 were issued by Amtrak, primarily for the Metroliner Express Service. Thus to have a completely up-to-date Amtrak timetable, one must have not only the Oct 25-Apr 24 system timetable but also the Amtrak Schedule Changes folder dated Jan 1-Apr 24 and the two new timetables mentioned above.....

SPIRIT OF CALIFORNIA'S ridership already has exceeded that of the LARK in 1965, according to Caltrans reports. That agency noted that there is very little patronage coming from the San Francisco Bay Area, however, so that the train is actually serving a different market than the LARK did--the cities north of Oakland. This observation has caused Caltrans to decide to ask Amtrak to initiate a San Francisco section of the train, connecting to the main train at San Jose. Estimates are that this would increase winter ridership from the current 110 per train to between 160 and 230. Only 9% of SPIRIT passengers now are San Francisco passengers, while 73% of the LARK's riders were from San Francisco.....

THE MONTREALER HAS been the object of New England efforts at re-scheduling so that Vermont points would be served in daylight hours. However, NARP reports that Amtrak won't make such schedule changes this April, but is considering running the train at a later hour seasonally in the winter for the benefit of Vermont ski resorts.....

SAN DIEGO & ARIZONA EASTERN Railway has purchased some Amtrak passenger cars. Baggage-dorm 1500 was bought, as was ex-SUPER CHIEF dome lounge 9352 (in poor internal repair). It is also believed but unverified that four Amtrak coaches were purchased. The reason for these car acquisitions is unknown. Speculation is that the railway might be aiming to operate excursion trains to Carrizo Gorge. The railway museum near San Diego has recently purchased Amtrak cars 8034 (diner) and sleepers "Boca Grand" 2310 and "Surf Bird" 2305.....

WHO ARE THESE gentlemen, and why are they grinning like that? The man on the left is Basil Reale, VP-sales for Avis midwest region, while the other is Robert E. Gall, Amtrak VP-transportation marketing. They have just signed a cooperative marketing agreement effective Mar 1 wherein each will help promote the other. Thru 150 joint Amtrak/Avis locations, Avis will offer Amtrak passengers one or more special services such as free pick-up, or total or partial cab reimbursement to its car rental locations. Amtrak will solicit Avis car reservations on a preferred supplier basis.....

THE CARDINAL'S RE-INAUGURAL on Jan 8 resulted in the need for a new timetable for the train. Amtrak didn't have its Amtrak Schedule Changes folder dated Jan 1-Apr 24 ready in time to supply in quantity to Ohio points, so the Ohio Ass'n of RR Passengers (OARP) reproduced a supply of that folder to be sure passengers had the needed information. OARP says it has a few of its "collector's item" home-printed folders available and will send one free for a large stamped envelope (20¢). OARP's address is PO Box 653, Xenia OH 45385-0653. When the CARDINAL schedule changed on Feb 7, Amtrak issued an "Amtrak Schedule Change" card dated Feb 7-Apr 24. Add that to the list of timetables we gave on page 15 that are needed to keep current on all Amtrak train schedules.....

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RIO GRANDE ZEPHYR was ridden on Feb 15 by reader Duane Roller, who found a large crowd of nearly 300 aboard. The trip went well. The dining car crew said that diner "Silver Banquet" will be used until May, and then the Union Pacific car will return, because its air conditioning is stronger, but the heat is better in "Silver Banquet." Another reader reports that the RGZ carried 55 passengers into Salt Lake City on Feb 18, including 11 connecting to Amtrak at Ogden and 3 or 4 to the DESERT WIND at Salt Lake City.....

A VIA-AMTRAK CONNECTION (in 35mins) is possible at Detroit/Windsor between Amtrak train 350 and VIA 78, reports a reader who has done it several times this year. Amtrak usually arrives a few minutes ahead of its 2:15pm schedule. One should hurry out for a taxi, however, since there are often fewer than necessary. The reader usually arrives at the Windsor station 2:35-2:40pm, and the train leaves at 2:50. Taxi fare is $13 regardless of the number of passengers in the cab.....

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AMTRAK'S ALAN BOYD told his Board meeting in late February, according to a NARP report, that Amtrak revenue was up 16% in fiscal year 1981, quote: "Just about double the airline industry's performance, while we sustained our ridership. That was in the context of increasing our long-haul business while losing business in the Corridor. I'm happy to say our Corridor business is picking up." We weren't able to get a report on what else happened at the Board meeting. The agenda didn't look terribly exciting.....

THE CARDINAL STOPS at Oxford, Ohio to serve Miami University at its spring break on these dates only: westbound Mar 11, 13 and 20; eastbound Mar 12 & 21.....

THE NORTH STAR will continue to run thru June 1, while the Minnesota legislature considers legislation to extend the train thru the month of January 1983.....

THE EMPIRE BUILDER'S Portland section is reported as getting equal or better patronage than the main Seattle train. The section's revenues are said to be exceeding direct costs. There is talk of operating the diner to Portland and the lounge to Seattle, the opposite of present practice. Running time of the Portland section may be shortened soon, perhaps with the April timetable change.....

AMTRAK FAMILY DAYS are being held in San Diego the weekend of Mar 13-14. Amtrak will offer $3 roundtrip rides from San Diego to Miramar siding, about 8-9 miles up the line, leaving every 90 minutes. A Superliner set, including lounge, diner and sleeper, will be on display. The San Francisco Family Days are coming up May 14-16. No trips will be run there, however.....

AMTRAK'S CORPORATE COMMUNICATIONS Department is undergoing some changes. Last year, before the May firings, there were 17 departmental people in the home office and 6 in the field. The department is being shifted around so that there are 12 in Washington and 8 in the field. One aim is to have half the department devoted to internal communications and the other half to news. A New York office opened last November, with two employees. The Chicago office is being beefed up, with Director of Employee Communications being stationed there effective Apr 1.....

HIGH-SPEED CORRIDOR engineering study report on the Los Angeles-San Diego line is to be released by Amtrak by the end of March.....

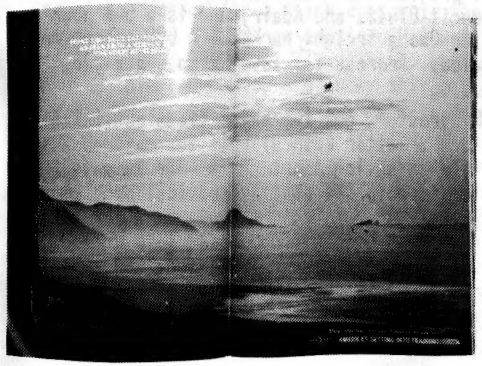
THE COAST STARLIGHT will make its route change beginning Apr 25, when it starts to serve Sacramento, Marysville and Chico. Davis will continue to be served. The only station dropped will be Orland.....

NEW YORK-TORONTO line is due for some changes later this year. A number of alterations to this and the Empire Service are being hashed out, and a second NY-Toronto train, an overnight service, could be started later this year, possibly in October. The great success of the MAPLE LEAF is the impetus for this idea. It is expected that in April the NIAGARA RAINBOW, train 62, and the MOHAWK, train 65, will be cut back to run NY-Syracuse only.....

CHICAGO-TORONTO SERVICE daily over the route of the BLUE WATER via Port Huron, using the St. Clair tunnel, is expected soon, reports Kevin Gregoire. He says that the more logical route, thru Detroit-Windsor, won't be used at this time because of a missing track connection between the Windsor VIA station and the Detroit River tunnel. This train should be a joint Amtrak-VIA operation like the MAPLE LEAF.....

LAKE SHORE LIMITED might be altered to operate via Detroit to Chicago, using the Michigan Central route, reports the High Green.....

ROBERT K. HAGOPIAN was mentioned in the article "How the May 28 Slaughter Will Hurt Amtrak" in RTN #237, as one of the talented executives who was fired by Amtrak last spring in the wrenching cutback of head-office personnel. Now we have received word that Mr. Hagopian died just before mid-February.....



BIG COLOR ADS showing scenes from windows of Amtrak trains began running over a year ago. The first one we saw was the COAST STARLIGHT version shown here. Now that is running again, in the current (March) issue of Sunset magazine.....

REGIONAL NARP MEETINGS were held in Albany NY and Pittsburgh on March 6.....

THERE'S "NO SUBSTANCE", NARP said, to a report in the Washington Post that NARP picked up earlier and we published, that Japanese private investors would

make loans to state in the U.S. to help build Bullet Train lines and other projects.....

KANSAS CITY SOUTHERN has sidetracked for now the Amtrak/Louisiana effort for passenger service between New Orleans and Baton Rouge LA. The test run planned for February over the route was postponed indefinitely. KCS says it doesn't want passenger trains on its tracks.....

CRESCENT'S DINING CAR is now closed between Birmingham and New Orleans. The crew departs the southbound train at Birmingham and gets back on the northbound there.....

THE SIMPLON TUNNEL under the Alps will have to be rebored because its floor is rising, having moved upward about 6 inches in the 77 years since the tunnel was constructed. Reboring is expected to take 13 years, with work progressing only in the first three months of each year, in one of the two shafts at a time.....

EX-CALIFORNIA ZEPHYR CAR "Silver Crescent", sleeper-dome-buffet-lounge observation, ran on the SILVER METEOR Miami-Jacksonville Feb 5-7, carrying members of the Gold Coast Railroad Museum, new owner of the car. It was the first time the car operated on a mainline passenger train since Mar 1970 when it was on the last westbound run of the CALIFORNIA ZEPHYR.....

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CINCINNATI UNION TERMINAL may get the CARDINAL back. At present the train uses the River Road stop, criticized as inconvenient by rail supporters. The terminal location, now functioning as a business mall, is reportedly in need of more business, and re-routing the train would bring more customers in. It would also cut 15-20mins running time off the train's schedule, according to reports in the press in Cincinnati.....

AMTRAK SLEEPER 2445 has become the first HEP conventional car to be scrapped. The car, which was involved in a wreck on the INTER-AMERICAN last summer, is listed as "retired" at Beech Grove shops.....

STATE OF CALIFORNIA has reportedly talked with Amtrak about the possibility of funding the conversion of conventional cars to HEP for use on the SAN JOAQUINS, the SPIRIT OF CALIFORNIA and the Caltrans commute trains.....

CITIZENS FOR RAIL CALIFORNIA held its annual meeting (NARP Region XII) in Sacramento Feb 26-28. Among speakers were Amtrak's VP-Corporate Communications James Stiner, Caltrans Director Adriana Gianturco, and Congressman Robert Matsui of Sacramento. Thomas Larwin, general manager of the San Diego Metropolitan Transit Development Board, also spoke. George Falcon presented a Golden Spike award to Congressman Matsui for his work in supporting passenger trains.....

THE IOWA RAILROAD is a short line railroad recently purchased by a Berkeley man. The railroad is willing to talk to steam owners or excursion operators who can do a turnkey job--the railroad will provide the track and market place and cooperation. The line runs between Council Bluffs and Adair, and is a 5-8 hour run out of Omaha; it basically serves the Omaha freight market. A 500-passenger excursion 10 times a year could be handled. Address is: Iowa RR Co., Box 518, Atlantic IA 50022. Phone 712-243-2806.....

JAMES M. S. ULLMAN, Connecticut NARP Director, got two major items published in the New York Times in January. One was a letter (Jan 9) ("If the railroads are seriously interested in the public service of saving America's energy by moving coal, they certainly should also be interested in the equally critical problem of moving people.") The other was a sizeable article on the op-ed page ("Trains Carry Hopes of the Future"). It outlined steps Connecticut should take to rebuild the state's railroads. ("...as we approach the year 2000, more and more people will be using another mode of travel, in which the first words heard will be 'All aboard!' We must start planning for that now.") The New England regional meeting of NARP, organized by Mr. Ullman, was held in New Haven on Feb 6.....

SOO LINE MIXED TRAIN service in Wisconsin has been the subject of a discontinuance petition. A final decision from the Wisconsin Transportation Commission is expected in mid-March. At a public hearing Jan 14 in Menasha, about 25 citizens attended, reports WisARP.....

CHICAGO-MILWAUKEE SCHEDULES will reportedly be changed in April. Train 334 will leave Milwaukee at 4:25pm instead of 6:45 and #335 will leave Chicago at 6:15pm instead of 5:30pm.....

NARP REGION 7 is having its Board of Directors meeting Mar 13 in Milwaukee.....

EAST PEORIA AMTRAK station was demolished in late November and December.....

BLUE WATER LIMITED might have its schedule flipped by June to become a daylight Chicago-Sarnia run, reports NARP. Additional weekend runs on the U.S. side of the border are also being considered.....

INTERSTATE COMMERCE COMMISSION decision of Jan 22 would cost Amtrak more money in the NE Corridor by making it pay for highway maintenance of overcrossings. Public input is needed. Write: Secretary, ICC, Washington DC 20423 and ask for Ex Parte 417, or telephone 202-275-0826.....

LAST STEAM-HEATED RUN of Amtrak equipment (see p. 15), on the SILVER STAR that arrives NY Mar 9 is having a hastily-planned ceremonious end, with two GG-1 locomotives (4877 in Tuscan red and 4881) borrowed from New Jersey DOT operating between Washington & NY, with lounge car on end of train.....

News in this issue is updated thru March 8, 1982.

TRAINS OF EUROPE (continued from page 7)

something mysterious about these sockets, because once between Ft. Worth and Dallas a skilled repairman tried to fix my car's sockets and did not succeed.

Amtrak compares most favorably. All our trains are new or renovated, all are heated and cooled electrically, without the use of steam lines that freeze and become inoperative in winter. Amtrak schedule-keeping has improved remarkably. European schedule-keeping is generally excellent, but even they had delays caused by winter storms, as an hour delay Amtrak had by the switches freezing in Rochester. Amtrak is speeding 110mph in the Northeast Corridor, 90 in many places, 79 in most others, and 70 on a few. Our microwave dinners have been laboriously fine-tuned and they are both delicious and reasonable in cost even tho the old-fashioned frills are largely or totally absent--and the passengers appreciate the option Amtrak has chosen, rather than the high prices on European diners, and the European diners are not always available and instead they have buffet cars with snacks of uneven quality and variety in contrast to Amtrak's standardized snacks.

Amtrak reservations, even with their startup foulups on their Arrow computer, are superior to the Europeans. If you are taking the Talgo from Spain's north coast to Madrid, for a quick change to the Lusitania Express, the agent in Bilbao will give you a Talgo reservation but not a Lusitania reservation. He says, "Get it there" but you don't have time to get it there. So you see the stationmaster and he intercedes--you are lucky this one time. But you have that problem everywhere: In Vienna they will not reserve for you the TEE that leaves shortly after you arrive in Florence going to Rome: "Get it there!" But it's too late to get it there. In wintertime you can get by without reservations, often, but in summer it surely must be a disaster. Our instant nationwide reservation system is a miracle.

THE PANIC BOX (continued from page 11)

RTN 238 & 239 erroneously gave date as Jan 26. 126" delay, engine 954 towed train back to NY station and engine 973 added; 972 had damaged pantograph.

1-25 471, Landover MD, 35", lost power; passengers transferred to train 101.

1-25 151, Fairmount MA, terminated due to elec. probs. in LRC equip't, delayed 82", psgrs put on B&M 301 & then on #95; #95 delayed 35" & 4 B&M trains delayed
1-25 321 annulled Valparaiso, engine failure; combined with 323, psgrs delayed 60".
1-25 60 of 24th terminated White River Jct, psgrs bused, engine 210 dead; #61 of 25th annulled Montreal-White River Jct, bused.
1-25 285 Philadelphia, terminated, lost HEP; psgrs delayed 60", put on #175.
1-25 63, Poughkeepsie, 55", cab signals out.
1-25 222, Newark NJ, terminated, 38", lost power.
1-25 606, Philadelphia, terminated, train dead; #601 delayed 59".
1-25 5, Chicago, lv 60" late due to repairing equipment.
1-25 59 Cairo IL, 91", cab signals out, freight unit added ahead.
1-25 7 of 24th, Havre MT, 96", remove car 32030 due to brake troubles.
1-26 225 Portal, lost power east of here; moving at 7:12; delays to trains 175, 220, 227, 185, 184 & 176 due to single track Portal to A-Tower New York.
1-27 600, Philadelphia, terminated, car 882 dead; #42 & 605 delayed.
1-27 Catenary failure 15½ miles east of NY, 16 trains delayed from 4 to 106 mins, 7:09am to 10:11pm.
1-27 11 of 26th, Sims CA bet Dunsmuir & Redding, 65" behind disabled SP freight.
1-27 347 Plymouth, 101", behind disabled BN freight.
1-27 49 Utica 122", remove car 3104 due to hot box.
1-29 7 lv Chicago 65", brake problems.
1-29 48 lv Chicago 75", car repairs.
1-29 5 lv Chicago 118", engine repairs.
1-30 82 of 29th Hamlet NC, 87", lost HEP.
1-30 190 (engine 927 & 9 cars), 63" engine failure on NY Division.

★ ★ ★

MISCELLANEOUS UNUSUAL OCCURRENCES

1-17 A psgr on #17 COAST STARLIGHT hurt his back when an upper bunk in a Superliner bedroom fell on his head.
1-18 The COAST STARLIGHT #14 left Salem before a large group of pre-school kids could load, as their buses were pulling into the station.
1-18 The Amtrak ticket agent at Wilson NC was robbed, shot and wounded by a 14- or 15-year old kid. His condition was later reported good. $40 taken.
1-18 Due to cold weather, water lines in Amcafe cars are freezing in Corridor, and extra coffee is being loaded at Philadelphia.
1-22 NY Penn Station received telephoned bomb threats from the "black liberation army" at 11:53am and 2:13pm. No bombs found, station not evacuated.
1-23 Psgr on COAST STARLIGHT #11 of the 22nd fell down Superliner stairs as car lurched, near Martinez.
1-25 9:25am train 190 hit a trespasser at Milford CT; train delayed 95 minutes.
1-26 Train 152 hit trespasser at Woodmont CT, train terminated New Haven; #142, 176 & 95 also delayed.
1-26 Train 43 hit debris west of Trenton NJ, was terminated.
1-27 Special train for Philadelphia Orchestra ran Phila-NY and return.
1-29 Train 64, engine 345 & 6 cars, hit trespasser at 75mph at Fairport NY, delayed 98"; train 63 also delayed 19".

STANDEES ON AMTRAK TRAINS

DATE	TRAIN	# STANDEES	LOCATION	DATE	TRAIN	# STANDEES	LOCATION
1-17	391	100	leaving Homewood IL	1-17	21	90	leaving Chicago
1-17	21	60	leaving Joliet IL	1-17	347	210	leaving Chicago
1-17	59	15	leaving Chicago	1-18	100	30	leaving Philadelphia
1-20	72	24	Rhinecliff to NY	1-22	14 of 22nd,	144	lv Kelso WA
1-24	73	109	leaving NY	1-24	25 of 23rd,	10	arriving Portland
1-29	11 of 28th	30	leaving San Jose	1-29	43	210	Newark-Trenton
1-29	14 of 29th	20	leaving San Luis Obispo				

CARS & CONSISTS

*EMPIRE BUILDER, train 7, Chicago Feb 25: engines 227, 228; cars 1159, Hi-level 39909, Superliners 32040, 34081, 34039, 38022, (to Spokane:) 33020, 31023, 32058, (to Minneapolis:) Atk business car 10,000.

*CAPITOL LIMITED, train 441, Washington-Pittsburgh Feb 24: engine 270; cars 1227, 1167, 2887, 4014, 4717, 8527, Atk business car 10,000.

*SAN FRANCISCO ZEPHYR, train 5, Ogden Feb 18: engines 315, 312; cars 1243, 1234, Hi-level 39935, Superliners 32009 "George M. Pullman", 32038, 38034, 33019, 31012, 34010, (to train 25:) 34058, (to train 35:) 34097, 32010, (on at Sparks Feb 19:) Hi-level 39954.

*CITY OF NEW ORLEANS, train 58, New Orleans Feb 24: engines 261, 258, 262; cars 1161, 1217, 1610, 2441, 2432, 28304, 4610, 4728, 21874, 21879, 20050, 21021, 21157, 21241, 20143, 21156, 21219.

*SILVER METEOR, train 87, Washington Feb 24: engines RF&P 132 (to Richmond), Atk 378 (to Jacksonville), Atk 387 (to St. Petersburg); cars 1260 (to St. Pete), 1629, 4704, 4632, 4639, 4019, 8506 (to Jacksonville), 3112, 4007, 4645, 4710, 4622, 2454, 2437 (to St. Pete), 2440, 2088 (to Jacksonville).

*PENNSYLVANIAN, train 47, Philadelphia-Pittsburgh Feb 23: engine 274; cars 20027, 21136, Conrail business car 2.

*RIO GRANDE ZEPHYR, D&RGW train 17, Feb 15: engines 5771, 5762, 253, 5763; cars 1230, "Silver Banquet", dome "Silver Bronco", "Silver Aspen", dome "Silver Pony", dome "Silver Colt", dome "Silver Mustang", dome "Silver Sky".

OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

QUOTES OF THE WEEK***

"Would public transit systems be exempt from Senator Dole's attack on tax leasing? 'I don't have any preconceived bias,' he says. 'I think we have to open it all up and see what happens.'

"That is good news. For his case against leasing in no way damages the argument for one type of leasing that provides an indirect subsidy to mass transit. Without it, desperately needed capital improvements in bus and rail commuter systems would be delayed or canceled.

"Thanks to intensive lobbying by Representative Bill Green of Manhattan, Congress allowed public transit systems to benefit from the tax-leasing concept. These systems have no taxes that could be reduced by investment credits. But they do invest in equipment. The new law lets them sell the investment subsidies to private corporations.

"New York's Metropolitan Transit Authority has already sold and leased back 620 buses and 12 commuter rail cars to a media conglomerate. It is now negotiating an even larger deal for 1,150 subway cars. All told, at least $480 million of the agency's $7.2 billion capital improvement program is expected to come from tax-leasing deals.

"In a better world, there would be no place for such hidden subsidies. The Federal Government would weigh the need for aiding mass transit and appropriate funds directly. In this world, however, Congress leans heavily on tax subsidies because they do not show up in the budget as expenditures. It thus subsidizes everything from shopping centers to anti-pollution equipment.

"There is, then, no reason to sacrifice financially strapped mass transit systems in the name of an unhonored principle. Whatever the fate of private tax leasing, it should be preserved for public transit."

--New York Times editorial, March 2.

RAIL FANTRIPS

Mar 21: Annual Maple Sugar Excursion, Pittsburgh-Meyersdale PA RT, using reclining seat coaches and new PAT commuter cars. $38-$48 depending on type of seat, & $85 premium serv (incl food). NRHS Pittsburgh, PO Box 822, Pittsburgh PA 15230

Apr 16-18: French Lick Resort Spring Weekend & Steam Train Excursion. Bus St. Louis-French Lick, Indiana. Incl steam train ride at famous, historic resort. $172-$218. Amer. Ass'n of Railroaders, 3422 Osage St, St. Louis MO 63118. 752-3148

Apr 24: Private car Lehigh Valley 353 Grand Central-Albany on ADIRONDACK, return on MAPLE LEAF. Custom food, complete dinner served aboard. $120; limit 20 people. David L. Ross, 300 Winston dr, Apt 2020, Cliffside Park NJ 07010; 201-886-1359.

May 15: Deschutes River Rail Excursion, Portland OR-The Dalles-Madras RT using Superliners. $59 adult, $49 kids ($7 less from The Dalles), meals included. NRHS Pacific NW Chap, Room 1, Union Station, Portland OR 97209.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

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AMTRAK Transcontinental Circle fares Jan 15 thru Apr 24. 14 or 30-day tickets offering circle fares in the West or combined with West and Eastern trains. Good in sleepers, stopovers may be made, Family Plan and senior discount apply. Ask us for details: LET'S TRAVEL TOURS, P O Box 2768, Riverside CA 92516. Phone 714-781-2930 or 787-8350. Rail travel experts since 1951.

RAILROAD CLOTH EMBLEMS. Over 400 different types. Send $1.00 for sample & list. Joseph Lajoie, P. O. Box 3, Methuen, Mass. 01844.

MAY 15: Coachella Valley Daylight; LA-Pomona-Yuma RT, lv 8:10am, back 7:45pm. Superliners with P-30 locos. San Timeoteo Canyon, Salton Sea, etc. $75.00 chair car, parlor rooms available. Pacific Railroad Society, P O Box 2768, Riverside CA 92516-2768. (714) 684-7458 afternoons.

SEE OUR GREAT 3-table display, dining car china, glass, silver, cloth, + timetables, rules, other paper, etc. "CORNFIELD MEET" April 18th, Pasadena (Cal) HILTON 9am-4pm. Jim & Elaine McClellan of Wichita.

Did you know about the Port Jeffersonian? This chartered train operates on Saturday, April 24th, and is sponsored by The Railroad Enthusiasts-New York Division. For information on this, and many other trips in the metropolitan New York area, send your name and address, with SASE, to RRE, Box A-1353, G.C.Sta., New York, NY 10017. Isn't it time YOU had some fun, too?

SEE OUR GREAT DISPLAY. DINING CAR CHINA, silver, cloth, glasses, rules, menus, timetables, etc. at these Railroadiana Shows! "Lone Star", Fort Worth's Will Rogers Memorial Center, April 25th 10am-5pm. Also at Downtown Ramada Inn, Topeka 9am-5pm. May 1st. Many wonderful items for sale. Jim & Elaine McClellan of Wichita.

RTN ADVERTISING RATES: Express Ads $1.00 per line of 80 spaces. Display ads only $1.25 per square inch. Write to: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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